North Central Regional Transit District (NCRTD)

Resolution 2012-19

Adoption of the FY13 Annual Service Plan submitted by the City of Santa Fe and Los Alamos County Providing for Specific Regional Routes Funded by NCRTD Regional Transit Gross Receipts Tax (RTGRT)

WHEREAS, the NCRTD was created through legislative enactment (chapter 65, signed March 21, 2003); and,

WHEREAS, the NCRTD is a sub-division of the State of New Mexico; and,

WHEREAS, the NCRTD was approved and certified by the New Mexico Department of Transportation Commission September 14, 2004; and,

WHEREAS, the NCRTD was created by agreement between the City of Española , Los Alamos County, Pojoaque Pueblo, Rio Arriba County, San Ildefonso Pueblo, San Juan Pueblo, Santa Clara Pueblo, the City of Santa Fe, Santa Fe County, Taos County and Tesuque Pueblo; and,

WHEREAS, the NCRTD Financial Policies Adopted by Board Resolution No. 2011-10 on November 4, 2011provide a definition of regional services which if approved by the Board of Directors and if recurring funds are available may be funded by the allocation of NCRTD RTGRT; and,

WHEREAS, the NCRTD Financial Policies require that service plans from member entities that provide transit services and which have routes that will expand existing regional routes or add new regional routes must submit their Transit Service Plan and the proposed regional routes to be funded by NCRTD RTGRT to the Board of Directors for approval; and,

WHEREAS, the City of Santa Fe and Los Alamos County operate their own transit systems and have had prior review and approval of the regional service routes contained in their transit service plans for FY 10, 11 and 12; and,

WHEREAS, the NCRTD Board of Directors approved on March 4, 2011 the standardization of the cost allocation methodology which is a nationally recognized method for determining administrative and operating costs associated with the delivery of transit routes and which is utilized by the City of Santa Fe, Los Alamos County and the NCRTD; and,

WHEREAS, the NCRTD Board of Directors has adopted a Fiscal Year 2013 budget providing for the apportionment of NCRTD RTGRT in the amount of $981,932 for existing City of Santa Fe provided routes that have been deemed to meet the definition of regional services and which are incorporated into adopted City of Santa Fe Resolution No 2012-56 Regional Service Transit Plan; and,

WHEREAS, the NCRTD Board of Directors has also allocated in its Fiscal Year 2013 budget an apportionment of NCRTD RTGRT in the amount of $1,402,760 for existing Los Alamos County provided routes that have been deemed to meet the definition of regional services and which are incorporated into the Los Alamos County adopted 2013 Service Transit Plan; and,

WHEREAS, the NCRTD Board of Directors acknowledges adopted Santa Fe County Resolution No. 2012-68 submitting their recommended service plan to the North Central Regional Transit District which is inclusive of existing NCRTD provided routes servicing Santa Fe County and which incorporates a new route request from Golden to Santa Fe; and,

WHEREAS, the NCRTD's updated 2006 and adopted 2008-2013 Service Plan identifies routes to be provided by the District and future routes to be provided when sufficient recurring revenues are available; and,

WHEREAS, the NCRTD Board adopted resolution No. 2009-13 provides the standards and practices for the implementation of new service routes to be operated by the District; and,

WHEREAS, the NCRTD Board of Directors in adoption of its Fiscal Year 2013 budget has provided funding from various revenue sources for the provision of and continuation of all existing routes provided by the NCRTD serving the Counties of Santa Fe, Rio Arriba, Taos and Los Alamos; and,

NOW THEREFORE BE IT RESOLVED by the NCRTD that the Board of Directors approves the regional service plans for Fiscal Year 2013 as submitted by the City of Santa Fe and Los Alamos County.

PASSED, APPROVED, AND ADOPTED BY THE GOVERNING BODY OF THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT ON THIS 3rd DAY OF August, 2012.

Daniel Barrone, Chairman

Approved as to form:

Peter Dwyer, Counsel

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2012-56

INTRODUCED BY:

Councilor Bushee

A RESOLUTION

ENDORSING THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT'S FY2013 BUDGET PROPOSAL, APPROVING THE FY2013 CITY OF SANTA FE REGIONAL TRANSIT PLAN AND DIRECTING STAFF TO SUBMIT THE CITY OF SANTA FE REGIONAL TRANSIT PLAN FOR FY2013 TO THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT BOARD OF DIRECTORS FOR CONSIDERATION AND APPROVAL.

WHEREAS, the North Central Regional Transit District (hereinafter referred to as "NCRTD") was created in 2004 by agreement between the City of Espanola, Los Alamos County, Pojoaque Pueblo, Rio Arriba County, San Ildefonso Pueblo, San Juan Pueblo, Santa Clara Pueblo, the City of Santa Fe, Santa Fe County and Tesuque Pueblo; and

WHEREAS, NCRTD Resolution 2008-14 states that "in order to create a truly effective and efficient regional transit system that cooperatively and equitably serves north central New Mexico, the NCRTD believes that the City of Santa Fe should be a member of the District"; and

WHEREAS, as a result of City of Santa Fe Resolution 2008-87, the City of Santa Fe joined the NCRTD and soon thereafter expanded City delivered transit services to provide connecting

transportation to and from the Rail Runner, through funding made available by the NCRTD; and

WHEREAS, the City's expanded services include:

- Development and implementation of Santa Fe Pick-Up operations, providing shuttle service from the final Rail Runner station at the Railyard to downtown destinations;
- Santa Fe Trails Route 22, serving the New Mexico 599 Rail Runner station as well as Rancho Viejo and Santa Fe Community College;
- New connections between Santa Fe Trails Routes 2 and 4, serving the South Capital Rail Runner station;
- Additional "special services" to accommodate increased demand for Rail Runner transfers, and other visitors, during special events; and

WHEREAS, the existing services provided by Santa Fe Trails have been deemed to meet the definition of regional services as adopted by the NCRTD Board and incorporated into its financial policies as amended on November 4, 2011 by Board Resolution No. 2011-10; and

WHEREAS, the NCRTD has identified funding in their FY2013 budget proposal to keep the aforementioned City operated services funded and running through FY2013; and

WHEREAS, the NCRTD has also identified additional funding in the amount of $14,302, that is available for new services; and

WHEREAS, community members and organizations have called for a new seasonal, direct Santa Fe Pick-Up connection between the final Rail Runner station at the Railyard and Museum Hill, with the proposed route also serving the Santa Fe Children's Museum, Center for Contemporary Arts, and the Armory for the Arts on Old Pecos Trail; and

WHEREAS, community members and organizations have also requested that a new and direct seasonal service between the Rail Runner and the Santa Fe Ski area be explored and implemented, if sufficient funding becomes available from the NCRTD.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF

THE CITY OF SANTA FE that the Governing Body hereby endorses the proposed FY2013 NCRTD budget that continues to fund regional transit services, as identified above, that the City of Santa Fe currently provides on behalf of the NCRTD.

BE IT FURTHER RESOLVED that additional funding made available from the NCRTD to the City, in the FY2013 budget, be allocated to the Santa Fe Pick-Up toward operation of a new and direct seasonal connection between the final Rail Runner station at the Rail Yard and Museum Hill, service which will also serve the Santa Fe Children's Museum, the Center for Contemporary Arts and the Armory for the Arts on Old Pecos Trail, with implementation of said service expansion following approval of a defined service schedule and route by both the Governing Body and the NCRTD Board; and

BE IT FURTHER RESOLVED that direct seasonal service between the Rail Runner and the Santa Fe Ski area be included in the transit plan, for further investigation, feasibility assessment, and potential implementation, at such time that NCRTD funding for this service becomes available.

BE IT FURTHER RESOLVED that the aforementioned routes, both funded and unfunded, compose and are approved as the City of Santa Fe Regional Transit Plan for FY2013 and upon approval by the NCRTD Board of Directors is incorporated in the NCRTD service plan.

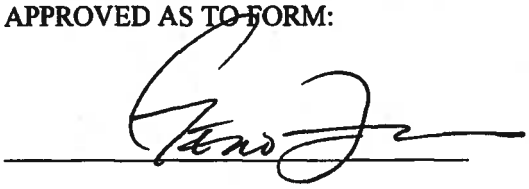
PASSED, APPROVED, and ADOPTED this 30th day of May, 2012.

DAVID COSS, MAYOR

ATTEST:

YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:



GENO ZAMORA, CITY ATTORNEY

Los Alamos County (LAC) FY13 Service Plan
Submitted to the North Central Regional Transit District (NCRTD) for the Distribution of Transit Gross Receipts Tax

Submitted Friday, June 22, 2012

Continuation of Existing NCRTD Funded Routes		**FY13 Cost Estimates**
AM & PM Peak Services (Park & Ride & White Rock Linked)	$	621,328
Note: Adds a second trip per hour to Routes 3, 4, 5, & 6 during Peak AM & PM commute times, for a total of 30 extra transit runs per day.		
Route 2 Eastern Area to White Rock (Park & Ride, Wt Rock, NCRTD Linked)	$	568,803
Route 11 Afternoon Express (White Rock to Los Alamos)	$	68,629
Continuation of Existing NCRTD Routes:	**$**	**1,258,760**
LAC FY13 Billable Capital		
5311 Grant Local Share of CAD/AVL (Pending LAC Council Approval)	$	240,000
Upgrades to Existing Bus Camera System	$	10,000
	$	250,000
or		
5309, 5310, & 5317 Grant Capital Local Share of Vehicle Replacements	$	160,000
Upgrades to Existing Bus Camera System	$	90,000
	$	250,000
Capital Sub-Total:	**$**	**250,000**
ESTIMATED BILLABLE:	**$**	**1,508,760**
NCRTD GRT BUDGETED FOR LAC:	$	1,402,760
Estimated Amount Underfunded in FY13:	$	(106,000)

Notes: Cost of routes & capital listed are estimates. Routes will be billed on a quarterly basis using the Allocated Cost Method, which allocates actual expenses by actual miles, hours, and vehicles. Actual costs of capital will be billed on a quarterly basis.

BOARD OF COUNTY COMMISIONERS
OF SANTA FE COUNTY

RESOLUTION NO. 2012 - 68

A RESOLUTION TO SUBMIT SANTA FE COUNTY'S RECOMMENDED SERVICE PLAN TO THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT

WHEREAS, Santa Fe County Resolution 2003-108 states that multi-jurisdictional transportation systems would protect our environment and enhance energy efficiency, decrease congestion, decrease automobile accidents, reduce noise and air pollution and improve public health;

WHEREAS, the North Central Regional Transit District (hereinafter referred to as "NCRTD") was created by agreement of the City of Espanola, Los Alamos County, Pojoaque Pueblo, Rio Arriba County, San Ildefonso Pueblo, the San Juan Pueblo, the Santa Clara Pueblo, the City of Santa Fe, Santa Fe County and the Tesuque Pueblo in 2004;

WHEREAS, County Ordinance 2008-14, which imposed a County Regional Transit Gross Receipts Tax of one eighth of one percent (.125%), states that "Revenue from the county regional transit gross receipts tax will be used for the management, construction or operation of a public transit system or for specific public transit projects or services pursuant to the Regional Transit District Act";

WHEREAS, the NCRTD considers Santa Fe County to be a critical participant in the regional transportation strategy and is willing to work closely with the County to assure that regional transportation needs are met and that the Rail Runner continues to be a well-used mode of public transportation;

SFC CLERK RECORDED 06/08/2012

WHEREAS, the Regional Planning Authority (RPA) has not taken any action in updating the regional transit service plan to date for FY 2013;

WHEREAS, the NCRTD Board is requesting the FY2013 regional transit service plan for Santa Fe County by June of 2012 and this resolution is designed to respond to that request;

WHEREAS, the proposed NCRTD budget indicates that there is sufficient funding to continue to provide service for all routes currently being funded by regional transit gross receipts tax dollars and other federal grant money, including all of the existing routes in Santa Fe County; and

WHEREAS, the Regional Transit Service Plan approved by the RPA in October 2009 states that "service along the [NM14 corridor] is the County's highest priority for new transit service" and should be considered in the Santa Fe County Transit Plan.

NOW, THERFORE, IT IS HEREBY RESOLVED by the Board of County Commissioners of Santa Fe County that the Santa Fe County FY2013 Transit Service Plan, attached hereto as Exhibit A, is adopted as the recommended transit service plan for Santa Fe County for FY 2013 and shall be submitted to the NCRTD Board for their consideration.

IT IS FURTHER RESOLVED THAT the representative from the Board of County Commissioners on the NCRTD Board will vote to support commuter routes rather than special or non-commuter routes in the event that budget limitations prohibit the NCRTD from funding all routes on the recommended transit service plan.

PASSED, APPROVED AND ADOPTED THIS 29th DAY OF MAY, 2012.

By: _____
Liz Stefanics, Chair

COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss
BCC RESOLUTIONS
PAGES: 4

I Hereby Certify That This Instrument Was Filed for Record On The 8TH Day Of June, 2012 at 12:18:18 PM And Was Duly Recorded as Instrument # 1671759 Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Valerie Espinoza
Deputy _____ County Clerk, Santa Fe, NM

SFC CLERK RECORDED 06/08/2012

ATTEST:

Valerie Espinoza, Santa Fe County Clerk

APPROVED AS TO FORM:

Stephen C. Ross, County Attorney

SFC CLERK RECORDED 06/08/2012

Exhibit A

FY2013 Regional Transit Plan for Santa Fe County

Route 2 - Santa Fe Trails
Route 4 - Santa Fe Trails
Route 22 IAIA/SFCC - Santa Fe Trails
Santa Fe Pick-Up - Santa Fe Trails
Specials - Santa Fe Trails
Espanola to Santa Fe - NCRTD
Los Alamos to Pojoaque - NCRTD
Chimayo Fixed Route - NCRTD
Eldorado to Santa Fe - NCRTD
Pojoaque Tribal - NCRTD
San Ildefonso Tribal - NCRTD
Santa Clara Tribal - NCRTD
Tesuque Tribal - NCRTD
Pojoaque School Students Demand Response - NCRTD
599 station to SR14 South (3 trips) - NCRTD
Edgewood to Santa Fe (rider/drivers) - NCRTD
Golden to Santa Fe (rider/drivers) - NCRTD

SFC CLERK RECORDED 06/08/2012

XI. C. **Growth Management Department**

1. **Resolution No. 2012-68, a Resolution to Submit the Fiscal Year 2013 Santa Fe County Regional Transit Plan to North Central Regional Transit District**

ANDREW JANDACEK (Transportation Planner): Good afternoon, Madam Chair, members of the Commission. Before you you have a resolution to submit Santa Fe County's recommended service plan to the North Central Regional Transit District and the Santa Fe County FY 2013 transit plan.

CHAIR STEFANICS: Okay. Just before you start, how many people are here in the audience to speak on behalf of this? Okay. If you all would – if Mr. Bulthuis is, if Tony is, yes, ma'am, please come to the front row so when we get ready for public comment you're here. Go ahead.

MR. JANDACEK: I'll make this a brief presentation. Basically, the resolution addresses the need to submit a regional transit plan for Santa Fe County to the NCRTD so that the NCRTD board has sufficient time to consider the County's recommended transit services. In previous years the decision process has been made by the Regional Planning Authority and submitted to the NCRTD for their board's consideration which always occurs in June. The approval of the proposed resolution and the FY 2013 transit plan by the Board of County Commissioners is a necessary action item in order to meet this June deadline.

The proposed service plan includes all of the existing services that are apparently being operated, both by NCRTD and by Santa Fe Trails which serves Santa Fe County. Staff was also given direction by the Board to look into options for an additional route from Golden to Santa Fe as well as a route serving the community of La Cienega. So the proposed service plan includes consideration of an additional route from Golden to Santa Fe.

I'll move straight to the summary of this. If you have any questions about the NCRTD's 2013 budget summary Tony Mortillaro from the NCRTD is here as well as Jon Bolthuis from Santa Fe Trails.

NCRTD staff has stated that they're required by law to have additional vehicles available so there are some considerations that need to be looked into before they would be able to move forward with an additional route. They've also indicated that there are no service reductions that are being proposed for FY 2013 and that no new routes are to be contemplated unless new recurring revenue can be found or if other routes are curtailed and that those funds would then be made available for a new route. However, staff has identified the need for a route that does serve the communities along New Mexico 14 including a proposed route from Golden to Santa Fe and service to La Cienega and La Cieneguilla. So we've looked into some of the costs for those routes. Mr. Mortillaro can go into more detail on that.

The driver-rider option has proven to be cost-effective which is being used currently for the Edgewood route and is considered to provide transit as a cost-effective route to Edgewood. Staff does need to work with the NCRTD staff to continue to explore the options and evaluate the performance of all the routes in Santa Fe County that are provided by the RTD to determine if there are any adjustments that would still need to be made to these existing routes in order to free up additional funding to accommodate a

new route. So in summary, the staff recommendation is to approve the FY 2013 regional service plan identified as Exhibit A following the resolution and this includes all routes that are currently operating, plus the new route from Golden to Santa Fe which has been identified as one of the County's high priority projects as a new rider-driver route. I stand for questions.

CHAIR STEFANICS: Thank you. Let's go to public comment, then we'll go to Commissioners after that. Who would like to address the Commission on this resolution? Please. And Tony, do you have comments or are you just here for answers? Okay. Thanks. Could you introduce yourself.

CHARLENE CERNY: Madam Chair and Commissioners, I'm Charlene Cerny. I'm the executive director of the Santa Fe International Folk Art Market. First I want to commend you for your public service. This is my first County Commission meeting and I want to just say I see how devoted and dedicated you are to planning for the future of our county so I thank you for that.

I did just receive a copy of this plan this morning and I wanted to just mention a few things that are relevant to one section, which is under Special Services. It is my impression that there's an important piece of information lacking here. The Santa Fe International Folk Art Market is an annual event that attracts over 20,000 visitors. Last year 26,000 trips on Santa Fe Trails were generated by our event, so at the top of – I guess it's page 2 of the report I do want to correct the fact that there is no current ridership information. This ridership information was provided to us by Santa Fe Trails and I believe it's just rolled into their ridership total. But we did generate 22,000 trips just during that one weekend in July.

For those of you who aren't aware of it the Folk Art Market has a major impact on the economy of this area. It's a $14 million impact. In GRT alone we wrote a check for $179,000 based on the purchases that were made by visitors at our market. So we are a major contributor to the region's economy. Why I'm mentioning that is because my impression is that any reasonable person looking at this plan would say we should extend bus service to all the citizens of our county if at all possible, but like all governmental things there's only so much money to allocate. I understand that the special services category of funding is being considered for a cut in order to fund this Golden to Santa Fe route in Fiscal Year 13 so I'm here to advocate for the retention of the special services allocation and to answer any questions you may have about special services and this event funding for buses.

CHAIR STEFANICS: Thank you for coming today, Ms. Cerny. Okay. Does anybody have any questions for Charlene first?

COMMISSIONER ANAYA: I do.

CHAIR STEFANICS: Okay. Commissioner Anaya.

COMMISSIONER ANAYA: Madam Chair, understanding that you're advocating to keep the special services, what's your feeling on the transit services for people needing to get into work from Golden to Santa Fe? Understanding that – what's your take on that? I'd just like to know.

MS. CERNY: Well, as I said when I saw it, I think any reasonable person looking at this plan would advocate for every citizen in our county to have reliable transportation to get to where they need to go. I will tell you I live in the city and I don't have bus service even in my neighborhood, so I would appreciate it too, having bus

service. But having said that, there are two eggs for the golden goose here in Santa Fe the way I see it. One is government and as a retiree of state government I know how much government contributes to our economy, both at the state and local level, and the other is tourism. We're a non-profit. We put on this event with very little – in fact zero state funding this year, very little County funding. We get a tiny but much appreciated allocation from LTAB, and then some Arts Commission funding. We raise or earn all of the money it takes, which is $2.1 million to put on this project, but we are generating $13.8 million in positive economic return.

So I can't – luckily, I don't have to be the one to vote on this. I'm not the one who kind of tries to deliberate on that equation you just brought up. I wish we could do it all. But again, we generated 26,000 trips on Santa Fe Trails and we also completely filled the Rail Runner that weekend. There were 200 people standing on each of the last trains to go back to Santa Fe. So, no, if you support economic development, if you support tourism in Santa Fe then I think we need to retain that funding. I don't know where you find the funding for the Golden route. I hope you do find it.

CHAIR STEFANICS: Thank you. Commissioner Holian, you had a comment?

COMMISSIONER HOLIAN: Yes. Thank you, Madam Chair. Ms. Cerny, I just want to say that I support the special routes. I recognize the fact that the Folk Art Market really does bring a lot of economic activity into our community and I don't want you to think that this resolution is saying that we should cut the special routes. I think tha it's just saying that the NCRTD should consider the addition of a new route.

COMMISSIONER MAYFIELD: Madam Chair.

CHAIR STEFANICS: Thank you. Is this for Ms. Cerny?

COMMISSIONER MAYFIELD: I think it might be for Mr. Mortillaro.

CHAIR STEFANICS: Okay, then let's finish. Anything else for Ms. Cerny? Thank you for coming today and feel free to stay for the rest.

MS. CERNY: Thank you. Thank you, Commissioner Holian.

CHAIR STEFANICS: Is there any other public comment before we go to questions from Commissioners. Okay, Commissioner Mayfield.

COMMISSIONER MAYFIELD: Thank you. Madam Chair, Mr. Mortillaro, as far as the special services and special routes, are folks paying a dollar, two dollars to ride that or is it just a subsidized service fully? And I do promote the GRT revenue that's definitely coming in return. But I thought we had some discussion that folks might be buying a $2 ticket to get on that.

ANTHONY MORTILLARO: We don't operate that so I'll have to ask Jon Bultheis to speak to that because Santa Fe City operates that specific service. We just fund it.

CHAIR STEFANICS: Mr. Bultheis.

JON BULTHEIS: Madam Chair, members of the Commission, I'm Jon Bultheis with the City of Santa Fe, the transit director. All of the fares for transfers from the Rail Runner that are funded through the countywide GRT are fare-free. So in keeping with the NCRTD's fare-less policy, so folks come off the Rail Runner onto a shuttle going to the Folk Art Museum so we don't charge a fare. If they come off the Rail Runner to get to the State Library, for example, we don't charge a fare.

COMMISSIONER MAYFIELD: So on these special routes, like even on Zozobra, the farolito walk, anything like that, there's not a special fare assessed?

MR. BULTHUIS: It's not – that's a good question. I know on Folk Art Market we don't. I think on some of the others there is a fare that is assessed.

COMMISSIONER MAYFIELD: Okay. Madam Chair, Mr. Bulthuis, the others – let's take Folk Art out but let's say the farolito walk, does the City of Santa Fe receive those revenues, or who's getting those revenues and where are they placed?

MR. BULTHUIS: It would be a fare box receipt if fares are charged on those specials, so it would go to the City, into the general fund.

COMMISSIONER MAYFIELD: Madam Chair and Tony though, you just said that we all fund it, right? So the City's receiving some revenue that we don't receive or does that money go back directly into the NCRTD? Mr. Bulthuis?

MR. BULTHUIS? The fare box revenues, if charged, would be collected by the City and placed in the City's general fund. So that's an issue that we can bring to the Council and address it.

COMMISSIONER MAYFIELD: Madam Chair, respectfully, Madam Chair, Manager Miller, I'd like to make sure if we should be receiving some of those dollars for the County and that's where we might be able to use those revenues to assist with some of these other routes that the Commissioners are bringing up. So thanks. That's all I have. Thank you.

CHAIR STEFANICS: Thank you. Any other public comment? We are now on the resolution. Commissioner Holian, you had a comment, then Commissioner Anaya.

COMMISSIONER HOLIAN: No, I already made my comment.

CHAIR STEFANICS: For the entire resolution.

COMMISSIONER HOLIAN: Oh, for the entire resolution. Well, I just wanted to emphasize that this is a recommendation from Santa Fe County pretty much for the status quo, plus the addition of a new route, but of course it will be up to the NCRTD board to make the ultimate decision. Thank you, Madam Chair.

CHAIR STEFANICS: Thank you. Commissioner Anaya.

COMMISSIONER ANAYA: Madam Chair, Mr. Mortillaro, I'm going to have a few questions for you. Probably every single meeting at our regular administrative meetings, if not, if I missed one or two meetings that was probably a lot and the 15 that I've been sitting at this bench I've said it's the collective interest of the community and I think supported by some of the people on the Commission to have a route – in fact all of the Commission supported a resolution that would create a route from Golden to Santa Fe. That being said, there was some discussion of a Golden to Santa Fe route and modeling that same program. Based on your statistics that you provide to the public and to the board, the Edgewood route is at the top percentile of performance associated with ridership, which is the key aspect that transit districts look for associated with service and it has a rider-driver format that is at a greatly reduced cost because the actual people that drive it, drive it in, the rider-drivers, we trained them. It was a way out of the box program. It's my understanding that the board or yourself or some articulation of the two is suggesting that we can't do this anymore.

I publicly, at the last Commission meeting voiced frustration over that aspect and I'm happy that you're here, but I would like to hear what gives? That's a creative use of

public dollars which the community came together, the Commission, a balance, high ridership. Why can't we do that again?

MR. MORTILLARO: Madam Chair, Commissioner Anaya, the rider-driver concept came up, obviously, when the Edgewood route was being considered. In essence, those people are district employees, part-time employees and we pay them the same rate of pay we pay our other employees except they don't get the full benefit package. The cost that you see for that route this year is a nine-month cost. So a full cost based on that concept without including the other allocations we normally put into our cost factors is about $62,000 a year. When you add in the cost for administration and everything which isn't burdened right now on that route, it's about $98,000. We've had some challenges –

COMMISSIONER ANAYA: Hold on one second. We started out – Ms. Ellis-Green is back there in the back and I was on the board when this was approved and you were part of some of the discussions but not all. We started with $20,000 and then we ratcheted it up. Are you saying that now you're saying that it's close to $100,000 for a rider-driver that's a part-time, not paying benefits? You're losing me completely there. I sat on that budget. I'm very familiar with the budget and the board process, and I was participating on that board well before you came back to the board so I'm not agreeing to it. So quantify what you just said.

MR. MORTILLARO: Madam Chair, Commissioner, when you were given those cost figures many months ago, when the Edgewood route started, if you'll recall they were somewhat underestimated and that happened prior to my coming on board. As we discovered when we finally did start the route – what was it? In September of 2011, the costs were much greater than what had been anticipated.

COMMISSIONER ANAYA: Madam Chair, talk about the – because the costs that we got an estimate off of was mileage, maintenance and the typical costs that we calculate throughout in the transit budget. There's really not a whole lot of mystery associated with the numbers that we had. They were clear-cut based on actual maintenance dollar costs, so what was not in there that I think actually the staff articulated well.

MR. MORTILLARO: Well, as we found out that wasn't the case because we brought to you an update on the costs of that route because what wasn't anticipated were the start up costs for the route. If you recall for almost – it wasn't quite a month, we ended up having to operate the route with our regular drivers and we had to build in a bunch of dead-head runs there because of the fact that the rider-drivers weren't trained or ready to assume the route.

The other thing was they never calculated the route costs on the cost allocation method that the board had approved. They simply didn't put in the administrative overhead and what have you into it. If you'll recall, since then the district has went ahead and picked up those additional costs and the County has also chipped in some extra costs in certifying these people as CDL drivers which has been beneficial.

We've had some other changes most recently and that is now we're a unionized entity. And that has implications on how those routes are operated and the bidding of those routes in the near future once that agreement is in place. So that will have implications on a number of factors in terms of our costs and how we operate routes as

well. When my staff developed the full cost allocation method and applied it to the Edgewood route as I indicated it's about $98,000.

COMMISSIONER ANAYA: Mr. Mortillaro, if you would have started by saying that you had some union changes that might have been somewhat of an offsetting increase, but like I said, I'm not green to the numbers or the transit process and the routes – the timeframe that you talked about where you had a driver, that's a non-existent cost anymore, because you actually have the certified drivers. Are you saying that the rider-driver format that is going from Edgewood to Santa Fe costs the same or more than it would with a driver from the NCRTD District?

MR. MORTILLARO: Madam Chair, Commissioner, what I'm saying is that when the staff utilizes the cost allocation method that the board adopted it's a different number than what we had been operating it at recently. And that's because it's a full 12-year period and that's because it rolls in the administrative costs that aren't captured with the staff gave you that operating figure.

COMMISSIONER ANAYA: The cost to run, Madam Chair, Mr. Mortillaro, to run the rider-driver route is cheaper than paying a full-time person, with benefits to do the route. Correct?

MR. MORTILLARO: I'm not saying that, I'm just saying –

COMMISSIONER ANAYA: I'm asking that.

MR. MORTILLARO: I'm saying that the cost allocation method gives one set of numbers based on the methodology. What we're also saying is that when you look at the true cost as you're indicating here, the fact that those aren't benefited drivers the cost is less. I'm not disagreeing with you on that.

COMMISSIONER ANAYA: So is the – when, Madam Chair, Mr. Mortillaro, when did the decision occur on the board to unionize the drivers? That seems like a pretty substantial decision. You said it was recently? Because I don't recall getting feedback from our member. When did it happen? This last month? The month before?

MR. MORTILLARO: Commissioner Anaya, the decision to unionize is not a board decision. It's a process that occurs through state law.

COMMISSIONER ANAYA: When did that occur?

MR. MORTILLARO: The election was on May 8th. The employees voted affirmatively to unionize. The Public Employees Relations Board will approve that here on June 6th and we will then commence collective bargaining negotiations and bring that agreement to the board when it's completed.

COMMISSIONER ANAYA: So are you saying that because of collective bargaining, which I'm in support of collective bargaining, but are you saying that because of collective bargaining you can't do a rider-driver now?

MR. MORTILLARO: I'm saying that because collective bargaining, the only exception right now is our current rider-drivers are not in the union. It does not exclude future. So we don't know, and I'm pretty sure that the union is not going to let us utilize rider-drivers. They want all the work to be union work.

COMMISSIONER ANAYA: Well, Madam Chair, Mr. Mortillaro, having participated in union negotiations now on a regular basis I know that you have active union members that are dues-paying members and you have non-paying members, so it's not a mandate associated with their job, but it could, depending on the hours worked, or help me out.

MR. MORTILLARO: Those are all things that have to be sorted through in the collective bargaining process.

COMMISSIONER ANAYA: So Madam Chair, Mr. Mortillaro, it isn't a fact that you can't do a rider-driver. Did the board say we can't do rider-drivers anymore? The full board of the NCRTD?

MR. MORTILLARO: No, the board has not delved into that topic.

COMMISSIONER ANAYA: So help me here, Mr. Mortillaro. Why would you articulate in an email that that is not an option anymore.

MR. MORTILLARO: I articulated that that was my position.

COMMISSIONER ANAYA: Okay. Okay. Madam Chair, I'm prepared to make a motion.

COMMISSIONER HOLIAN: Let's see. Tony, do you have anything you want to add about the particular resolution that we have?

MR. MORTILLARO: No. The resolution as I saw it is fine. As I've indicated the board has a budget presented to them at this point in time that funds all existing routes but does not add a new route. So in the future should there be any revenue available the board should consider all additional route requests and determine how they would allocate that funding in the future.

COMMISSIONER HOLIAN: So could you sort of describe the process to me about how the board does consider new routes and whether they have the funding for it and so on?

MR. MORTILLARO: I would suspect, not having been through that process myself with the board at this point in time that if there's recurring revenue available all other requests for new routes would be brought forward to the board. There are routes within the 2008 service plan that was adopted by the board that haven't been funded. This Golden route's a good example of it. That was in the 2008 plan.

And there are other routes in other areas of other counties that haven't been funded and the board would just need to look at those in terms of how much money's available and what their priorities would be in terms of what routes might be considered for an allocation.

COMMISSIONER HOLIAN: So the board has not really gone through the process of considering new routes at this point. The would be a relatively new thing for the board.

MR. MORTILLARO: They may have done so in the past but what I'm indicating is since I've been on the road we have not.

COMMISSIONER HOLIAN: Okay. Thank you, Madam Chair.

CHAIR STEFANICS: Thank you. Thank you, Mr. Mortillaro.

COMMISSIONER ANAYA: I have a motion, Madam Chair.

CHAIR STEFANICS: Yes, please.

COMMISSIONER ANAYA: Madam Chair, I would move for approval of the resolution but I would add that if the board – and we have our board representatives sitting here on the Commission and our alternate. Commissioner Holian is the board representative and Commissioner Mayfield is the alternative. That if a determination needs to be at the board level between routes that are not commuter routes and routes that are commuter routes that our representative supporting the resolution would vote for the commuter routes as a priority, and that that would be represented at the board meeting for

the NCRTD. Because frankly, this is going to come down to a discussion and a decision by the NCRTD board, so I'm making a motion that the priority of service for use on the route fall with the commuter routes before it goes to other routes, whether they be special or non-commuter routes. So that's my motion, Madam Chair.

COMMISSIONER MAYFIELD: Second, Madam Chair.

COMMISSIONER HOLIAN: Madam Chair, I just can't really agree to that unless I would want input from the City, I would want input from the other entities who are benefiting from the routes and our community before I was held to something like that, or to have a majority vote of the board that said that I had to represent that position.

CHAIR STEFANICS: Commissioner Anaya, would you consider this as two motions, like the resolution first and then your addition second?

COMMISSIONER ANAYA: No, Madam Chair and the reason is this, Madam Chair. When I sat on the board of the NCRTD I was given feedback by my colleagues and reminded as a representative on the NCRTD I was to represent the collective will or the majority of the Commission on the Board. I said absolutely, on large issues I'll provide feedback and direction associated therein. So this is going to come down to this particular issue on the board of NCRTD. The board member, yourself or Commissioner Mayfield is going to have to make a decision as to what the priority is for the County.

Now, I can't speak to the City. I respect Mr. Bolthuis and the people from the Folk Art Museum, but as the County Commission, it's my obligation and responsibility I believe to represent the needs of the County and I believe this particular route, as I've said before is a priority over some of the other or special routes. And I would ask that that be represented by our representative on the board. But Madam Chair, respectfully, it's up to the board. That's a motion I would appreciate considering, Commissioner, Madam Chair, this is a route you and I have been trying to work on together.

CHAIR STEFANICS: Is there further discussion? All those in favor of the amended Resolution 2012-69 please say aye.

The motion passed by majority 3-1 voice vote with Commissioner Holian voting against the motion.

North Central Regional Transit District ("NCRTD")

Resolution 2009-13

DEFINING STANDARDS AND PRACTICES FOR THE IMPLEMENTATION OF NEW SERVICE ROUTES

WHEREAS, the NCRTD was created through legislative enactment (chapter 65, signed March 21, 2003); and,

WHEREAS, the NCRTD is a sub-division of the State of New Mexico with all the authority and duties of the same (NMSA 1978, § 73-25-4); and,

WHEREAS, the NCRTD Board has the authority to operate regional transit services and new transit service routes within its area of operation pursuant to NMSA 1978, § 73-25-6 (A) (6); and,

WHEREAS, the NCRTD Board has the authority to make and pass resolutions necessary for the execution of the powers vested in the district (NMSA 1978, §73-25-5(G)(3)); and,

WHEREAS, the NCRTD Board wishes to establish a uniform and fair system for the implementation of new transit service routes within the district; and,

WHEREAS, the NCRTD Board recognizes that any new transit service routes are constrained by the NCRTD's budget and staffing; and,

WHEREAS, the NCRTD Board recognizes that in order to be fair to the members of the NCRTD and to best serve the public of the region it is in the best interest of the NCRTD to establish standards and practices for the implementation of new transit service routes.

NOW, THEREFORE, BE IT RESOLVED by the NCRTD Board that:

1. No new transit service route shall be initiated or established by administrative action or public request unless the proposed new service route shall have been first formally proposed by motion of a representative of a member entity in the geographic area of the route at a Coordination and Consolidation Subcommittee meeting. Any Board member may request through the subcommittee Chair that an item "consideration of new service route(s)" be included on the agenda of a subcommittee meeting. The Board member requesting the agenda item shall provide the Chair with sufficient information to define and describe the proposed new service route(s) so that the item can be fairly presented to the subcommittee. The staff shall include said item on the agenda at the request of the Chair along with a brief description of the proposed new service route(s).

2. The NCRTD Board may consider additional service routes at any meeting where the item has been duly noticed on the agenda. The second step following the recommendation for consideration by the Coordination and Consolidation Subcommittee shall be to obtain Board approval for a "Needs Assessment Report" on the proposed additional route(s). If the Board approves a Needs Assessment Report the staff shall prepare the Needs Assessment Report for the next meeting of the Board. If the Needs Assessment Report cannot be timely completed prior to the next Board meeting the staff shall provide a status report on the progress made to date on the Needs Assessment. The Needs Assessment Report shall include an assessment of the anticipated number of passenger trips for the forthcoming fiscal year and such additional information as may be reasonably necessary for the Board to determine the extent of the need for the proposed additional route. The Needs Assessment Report shall also include demographic information on the anticipated rider-ship that is likely to be served by the proposed route. All Needs Assessment Reports shall be filed and saved for future use to assess changes in demands and to compare relative demands among existing and proposed routes.

3. If a Needs Assessment Report is prepared the staff shall present the findings to the Board along with a Fiscal Impact Report showing the estimated cost of the proposed route including: capital costs for new equipment, signage, and shelters; direct labor costs for drivers and mechanic needed to implement the proposed route; and any incremental costs or impacts that may be material to the Board's decision. The staff shall also present prorated figures showing the annual cost per mile of the route(s) and the annual cost per rider of the route(s). However, the Board shall retain full discretion to approve or deny implementation of a proposed route regardless of the Needs Assessment Report and the efficiency of the route(s) so long as the Board appropriates sufficient amounts in its annual budget to fund the additional route(s).

4. After reviewing the Needs Assessment Report, the Fiscal Impact Report and the efficiency of the route the Board shall consider approving the

expenditure of funds necessary to implement the route(s). If funds are budgeted and approved the route(s) shall be implemented.

5. No sooner than six months and later than nine months following the implementation of new route(s) the route(s') value to the regional transit system shall be assessed by the Board at a Board Meeting. The staff shall provide information regarding ridership, demographics and efficiency of the route along with comparison data for other comparable routes within the district to assist the Board in assessing the value of the route and whether to continue, discontinue or expand the service on the route.

6. The NCRTD Board shall approve funding for route(s) and services based upon the benefit to the region as a whole.

PASSED, APPROVED AND ADOPTED BY THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT BOARD ON THIS 18th DAY OF September, 2009.

Alfred Herrera, Chair

Approved as to form:

Mark A. Basham, Counsel